The Hongkong Telegraph.

NEW SERIES No. 34 — FRIDAY, MAY 10, 1895. — THIRTY DOLLARS PER ANNUM.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital £ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—

D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager.
GEO. W. F. PLAYFAIR.

Interest for 12 months: Fixed, 5 per Cent.
Hongkong, 23rd October, 1894. [7

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £325,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months.....5 per cent.
" " " 6 " 4 "
" " " 3 " 3 "

A. C. MARSHALL,
Manager, Hongkong.
Hongkong, 4th May, 1895. [9

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP £ 562,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months.....5 per cent.
" 6 " 4 "
" 3 " 3 "

JOHN THURBURN,
Manager, Hongkong.
Hongkong, 18th June, 1894. [8

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND $ 5,000,000
RESERVE LIABILITY OF PROPRIETORS... $10,000,000

COURT OF DIRECTORS:
J. S. MOSES, Esq.—Chairman.
J. KRAMER, Esq.—Deputy Chairman.
R. M. Gray, Esq. | S. C. Michaelsen, Esq.
C. J. Halliday, Esq. | D. R. Sassoon, Esq.
Hon. J. J. Keswick. | N. A. Siebs, Esq.
Hon. A. McConochie.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

T. JACKSON,
Chief Manager.
Hongkong, 15th April, 1895. [481

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 15th April, 1895. [484

Insurances.

THE STANDARD LIFE ASSURANCE COMPANY

has a long record of GOOD SERVICES to refer to; its FUNDS, annually increasing, amount to £8,086,402 Stg. The premiums are moderate; and all modern features consistent with safety have been adopted.

For Particulars and Rates,
Apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 2nd May, 1895. [743

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 Equal to $833,333.33
RESERVE FUND $318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 29th December, 1894. [940

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 4, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1894. [584

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.
28, *QUEEN'S ROAD CENTRAL.*



SPECIAL DAGGER PACKING FOR HIGH PRESSURE, ROUND OR SQUARE.

ASBESTOS PACKINGS of every description.
ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c.
ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES.
CANVAS CORE PACKING (Tock Form). SPECIAL ENGINE and CYLINDER OILS.
ASBESTOLINE, the most economical lubricant.
ALL GOODS BEARING TRADE MARK GUARANTEED.
Hongkong, 25th February, 1895. [189

HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "KREMLIN" A. B. C. Code.

TELEPHONE, No. 32.

BOARD AND LODGING

FROM $4.00 PER DAY.

HYDRAULIC LIFT TO ALL FLOORS.

The HOTEL STEAM LAUNCH Conveys PASSENGERS and BAGGAGES to and from all MAIL STEAMERS.

C. MOONEY,
SECRETARY.
Hongkong, 3rd May, 1895. [235

KELLY & WALSH, LD.

HENRY NORMAN'S BOOK: 'THE PEOPLE AND POLITICS OF THE FAR EAST.'
Further Supply of hand-painted Photos of well known Actresses.
The Daughters of Danaus, by Mona Caird.
Olga Romanoff, by author of The Angel of the Revolution.
The Iron Pirate, by Max Pemberton.
Molesworth & Hurst Combined Pocket Book.
Pictures from Punch, in volumes for presentation.

NEW ALBUMS FOR INSERTING UNMOUNTED PHOTOS: ½ PLATE AND ¼ PLATE A NOVELTY.
Cavendish on Whist: latest edition.
New Stock Letter Balances, Pocket Books, Letter Cases, &c.
Webster's International Dictionary, latest edition.
Illustrated Album relating to Battles of Kin-chow, Talienwan, and Port Arthur.

ALL THE LATEST AND MOST POPULAR NOVELS.

KELLY & WALSH, LIMITED.
Hongkong, 23rd April, 1895.

THE CLUB HOTEL, 5, *BUND, YOKOHAMA.*

HOTEL METROPOLE, 1, *TSUKIJI, TOKYO.*

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT, Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

C. T. BENNEY, Manager, *YOKOHAMA.* | L. DEWETTE, Manager, *TOKYO.* [160

TO SHIPMASTERS.

STEAM WATER-BOAT COMPANY.

THE Undersigned are prepared to SUPPLY on shortest notice any quantity of PURE FRESH FILTERED WATER for both DECK and BOILERS.

The only Company in Hongkong exclusively supplying FILTERED WATER.

Despatch Guaranteed. Call Flag "W."

J. W. KEW & Co.,
18, Praya Central.
Hongkong, 17th November, 1894. [21

FLETCHER'S SARSAPARILLA AND POTASSIUM IODIDE.
Unequalled as a Blood Purifier.
FLETCHER'S PURE EXTRACT OF MALT.
FLETCHER'S PURE EXTRACT OF MALT AND COD LIVER OIL.
By the use of this valuable combination the system is strengthened and liability to Coughs, Consumption, Influenza, &c. is lessened.
FLETCHER'S COMPOUND SYRUP OF THE HYPOPHOSPHITES.
Recommended for its tonic action on the Nervous System.
Agents in Hongkong and South of China for TANSAN,
the New Japanese Table Water, which contains 8 per cent. more Iron Carbonate than that from any similar Spa.
FLETCHER & Co., "THE PHARMACY," 23, Queen's Road Central.
AND
CARMICHAEL & Co., Ld.
Hongkong, 19th March, 1895. [51

THE FOOT-BINDING EVIL.

PETITION TO THE EMPEROR OF CHINA AGAINST FOOT-BINDING.

ALL the EUROPEAN WOMEN of HONGKONG are earnestly requested to append their Signatures to the above without delay.

Papers are lying at:—
THE HONGKONG DISPENSARY.
Messrs. LANE, CRAWFORD & Co.'s.
POWELL & Co.'s.
Misses FAIRALL & Co.'s.
Messrs. KELLY & WALSH'S, Ld.
Mr. W. W. BREWER'S.
HONGKONG TRADING Co.'s.
Messrs. DAKIN, CRUICKSHANK & Co.'s.
Hongkong, 7th May, 1895. [608

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of TWENTY-FIVE PER CENT. upon CONTRIBUTIONS for the year 1894 has been DECLARED. WARRANTS will be issued on the 29th instant.

By Order of the Board,
DOUGLAS JONES,
Acting Secretary.
Hongkong, 19th April, 1895. [501

Intimations.

HONGKONG RIFLE ASSOCIATION.

TO-MORROW
(SATURDAY), 11TH May, 1895,
AT 2.45 P.M.

COMPETITION, SHORT RANGE LUP and SPOONS; Ranges, 200 and 300 yards; Shots, Seven. Entrance fee, 30 cents.

G. K. MOORE,
Honorary Secretary.
Hongkong, 9th May, 1895. [50

HONGKONG SMOKING CONCERT CLUB.

THE THIRD CONCERT will be held in the THEATRE ROYAL, CITY HALL, on SATURDAY, the 18th instant, at 9.15 P.M.

J. D. LAFRAIS,
Hon. Secretary.
Hongkong, 9th May, 1895. [621

NOTICE.

SCRIP for (10) Shares HONGKONG AND WHAMPOA DOCKS Nos. 5,017 to 5,026; also (50) Shares Messrs. A. S. WATSON & Co. Nos. 24,500 to 27,549, standing in my Name, have been LOST. Persons are hereby cautioned against negociating same.

R. CHENOWETH.
Hongkong, 7th May, 1895. [604

NOTICE.

AN ELDERLY PERSON wishes an Engagement to assist in a BOARDING HOUSE or HOTEL; would make herself generally useful; no objection to out Ports; or would accompany a Lady home for her passage to Canada.

Address
A. K.,
c/o Hongkong Telegraph Office.
Hongkong, 8th May, 1895. [617

NOTICE.

THE Undersigned has been Appointed SOLE AGENT for WOOD & Co.'s well known COW BRAND of Finest AUSTRALIAN TABLE BUTTER, in 1lb. Tins. Fresh Stocks always on hand. Special Terms to the Trade.

GEO. P. LAMMERT,
Duddell Street.
Hongkong, 20th April, 1895. [596

Shipping.

STEAMERS.

"GLEN" LINE OF STEAM PACKETS.

FOR KOBE AND YOKOHAMA.
(Calling at NAGASAKI if sufficient inducement offers.)

THE Steamship
"GLENOGLE,"
Captain Gasson, will be despatched as above on MONDAY, the 13th instant, at 4 P.M.
This Steamer has Superior Accommodation for Passengers, and carries a Doctor and Stewardess.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 7th May, 1895. [502

FOR KOBE AND YOKOHAMA.

THE Steamship
"ANGERS,"
Captain G. W. Bannister, will be despatched for the above Ports on MONDAY, the 13th inst., at 5 P.M.
For Freight, apply to
NIPPON YUSEN KAISHA.
Hongkong, 3rd May, 1895. [587

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship
"MARQUIS BACQUEHEM,"
Captain G. Gringogno, will leave for the above places on TUESDAY, the 14th instant.
For Freight or Passage, apply to
SANDER & Co.,
Agents.
Hongkong, 7th May, 1895. [607

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"SALAMIS,"
Captain Williams, will be despatched as above on TUESDAY, the 14th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th May, 1895. [618

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship
"BRAEMAR,"
Captain Porter, will be despatched as above on or about TUESDAY, the 14th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 8th May, 1895. [616

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship
"KWEIYANG,"
Captain Dawson, will be despatched on WEDNESDAY, the 15th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th May, 1895. [593

"WARRACK" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"MACDUFF,"
Captain Thomson, will be despatched for the above Port on or about the 20th May next.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 9th May, 1895. [617

Shipping.

STEAMERS.

FOR YOKOHAMA AND KOBE.

THE Steamship
"BOGSTAD,"
will be despatched TO-MORROW, the 11th instant, at 2 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th May, 1895. [551

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SINGAPORE, AMSTERDAM, BREMEN AND HAMBURG.

THE Company's Extra Steamer
"NURNBERG,"
Captain A. Winkel, will leave as above on SUNDAY MORNING, the 12th instant, at Daylight, and the Steamer is now ready to receive Cargo.
For Freight, apply to
MELCHERS & Co.,
Agents.
Hongkong, 7th May, 1895. [532

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship
"HAITAN,"
Captain Goddard, will be despatched for the above Port on SUNDAY, the 12th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.
Hongkong, 9th May, 1895. [622

FOR KOBE AND YOKOHAMA.

THE Steamship
"MATHILDE,"
Captain Moos, will be despatched for the above Ports on SUNDAY, the 12th instant, instead of as previously advertised.
For Freight, apply to
NIPPON YUSEN KAISHA.
Hongkong, 6th May, 1895. [585

GREAT NORTHERN STEAMSHIP LINE.

FOR PORTLAND, OREGON.

(In Connection with the OREGON RAILWAY & NAVIGATION Co. and GREAT NORTHERN RAILWAY Co.)

THE Steamship
"CHITTAGONG,"
Captain Davey, will be despatched for PORTLAND, OREGON, *via* KOBE and YOKOHAMA, on or about 15th May.
Through Bills of Lading will be granted to all points in the United States and Canada.
Consular Invoices for Cargo to United States points must be sent to the Office of the Undersigned, addressed to the Collector of Customs, Portland, O.
For Further Particulars as to Freight or Passage, apply to
SHEWAN & Co.,
Agents.
Hongkong, 25th April, 1895. [542

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship
"TAIYUAN,"
R. Nelson, R.N.R., Commander, will be despatched as above on FRIDAY, the 17th instant, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th May, 1895. [610

MESSRS. PINILLOS, SAENZ & CO.'S NEW LINE OF SPANISH MAIL STEAMERS, BETWEEN SPAIN AND THE FAR EAST, consisting of the following large and powerful Steel Screw Steamships:—

	Tons.	H.P.
Pio IX.	6,000	3,000
Conde Wilfredo	5,500	3,000
Miguel M. Pinillos	4,500	3,000
Martin Saenz	5,000	3,000
Catalina	5,000	3,000
Barcelona (in construction)	5,000	3,000
Cadiz do	5,000	3,000
Manila do	5,000	3,000

This New Line to the FAR EAST will shortly be inaugurated.
It will start from LIVERPOOL, calling at BARCELONA, CADIZ and other MEDITERRANEAN PORTS.
Through Bills of Lading will be granted to and from all the principal Continental Ports.
The Steamers of this Company are all well appointed, and offer exceptional advantages to Passengers wishing to visit SPAIN.
Information, regarding Arrivals and Departures and other Particulars will be published at an early date.
VILLA, LOPEZ & Co.,
Agents.
Hongkong, 4th May, 1895. [595

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. 1. British Ship
"QUEEN MARGARET,"
Pattinat, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
D. J. O. & P. C. SHEWAN & Co.
Hongkong, 26th February, 1895. [302

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "PERU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.
Hongkong, 9th May, 1895. [7

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI AND KOBE.

THE Steamship
"MELPOURNE,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent into the Undersigned before Noon on the 16th instant, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 16th instant, will be subject to rent.
Bills of Lading will be countersigned by
SANDER & Co.,
Agents.
Hongkong, 9th May, 1895. [467

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S. S. "KARLSRUHE,"

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will go on to Shanghai unless notice to the contrary be given before 5 P.M. THIS AFTERNOON.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 15th instant, will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on WEDNESDAY, the 15th instant, at 2 P.M.
All Claims must reach us before the 16th inst., or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
MELCHERS & Co.,
Agents.
Hongkong, 8th May, 1895. [596

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship
"CHINGWO,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns and all Claims must be sent in to the Office of the Undersigned before Noon on the 15th instant, or they will not be recognised.
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on 14th instant, at 4 o'clock P.M.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th instant, will be subject to rent.
Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.
Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 8th May, 1895. [619

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"WINGSANG"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after NOON on the 9th instant, will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 7th May, 1895. [611

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"
FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 7th May, 1895. [4

To-day's Advertisements.

THEATRE ROYAL,
CITY HALL.

Lessee & Manager Mr. SAVILLE SMITH.
Stage Manager.....Mr. W. G. CAREY.

GRAND FARCICAL COMEDY SEASON.

FUN! FUN!! FUN!!!

Commencing
TO-MORROW (SATURDAY) 11th May,
with A. W. PINERO'S
ORIGINAL SCREAMING FARCICAL COMEDY,
In 3 Acts,
"THE SCHOOLMISTRESS."
To be followed by a NEW VARIETY BILL.

MONDAY 13th May,
(By Special Request),
ARTHUR LAW'S MOST SUCCESSFUL FARCE,
"THE NEW BOY."

TUESDAY, 14th May,
(For the First Time in Hongkong.)
FARCICAL COMEDY BY MRS. MERVALE.
"THE BUTLER" (in 3 Acts).

WEDNESDAY, 15th May,
(Another Special Request),
MISS SALLIE BOOTH will repeat her
Rousing Impersonation of
"MAMMA"
Adapted from the French by SYDNEY GRUNDY.

THURSDAY, 16th May
F. C. BURNAND'S FAVOURABLE FARCICAL COMEDY
"BETSY." (in 3 Acts).

FRIDAY, 17th May,
DERRICK'S most Successful and Amusing
FARCICAL COMEDY,
"CONFUSION," (in 3 Acts).

After each Comedy New and Select Variety Items will be given, consisting of NEW NOVELTIES, SONGS, DANCES, &c.

Admission as Usual. Box Office at KELLY & WALSH'S

A late Tram will be arranged for the Peak to wait the end of Performances.

Hongkong, 10th May, 1895. [597

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the TENTH ANNUAL ORDINARY GENERAL MEETING of the COMPANY (since its Registration) will be held at the HONGKONG DISPENSARY on SATURDAY, the 18th instant, at Twelve o'clock NOON, for the purpose of receiving the Report of the General Manager, together with a Statement of Account to the 31st December, 1894.

The REGISTER of SHARES will be CLOSED from THURSDAY, the 16th instant, till WEDNESDAY, the 22nd instant, both days inclusive, during which Period no Transfer of Shares can be registered.

By Order,
A. H. MANCELL,
Secretary.

Hongkong, 10th May, 1895. [627

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY and PRIORY will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 20th instant, at 8.30 for 9 p.m. precisely. Visiting Knights are cordially invited to attend.

Hongkong, 10th May, 1895. [626

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"KARLSRUHE,"

Captain W. v. Schuckmann, will leave for the above Port THIS EVENING (FRIDAY), the 10th instant, at 10 P.M.

For Freight or Passage, apply to
MELCHERS & Co.,
Agents.

Hongkong, 10th May, 1895. [596

FOR SINGAPORE, SAMARANG AND SOURABAYA.

THE Steamship

"CROMARTY,"

Captain Duncan, will be despatched as above TO-MORROW, the 11th instant, at 4 P.M., instead of as previously notified.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 10th May, 1895. [598

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Goddard, will be despatched for the above Ports on TUESDAY, the 14th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, 10th May, 1895. [621

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES,"

Captain H. Bathurst, will be despatched for the above Ports on TUESDAY, the 14th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, 10th May, 1895. [620

"UNION" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

THE Steamship

"SPECIALIST,"

Captain Mars, will be despatched for the above Ports on or about the 16th instant.

For Freight or Passage, apply to
SHEWAN & Co.,
Agents.

Hongkong, 10th May, 1895. [674

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship

"KWEIYANG,"

Captain Dawson, will be despatched on MONDAY, the 20th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th May, 1895. [593

To-day's Advertisements.

GRAND CAFE CHANTANT.

Under the Distinguished Patronage of
H.E. the Governor Sir W. ROBINSON, K.C.B., K.C.M.G.,
H.E. Major-General BLACK, C.B.,
and
Commodore G. H. BOYES, R.N.

GLEES, PART SONGS AND SOLOS
by most of the
LEADING AMATEURS IN THE COLONY.

ST. ANDREW'S HALL (CITY HALL)
ON
THURSDAY, 16th May, 1895,
AT 9 P.M.
IN AID OF THE
KOWLOON SOLDIERS' AND SAILORS' INSTITUTE BUILDING FUND.

Conductor Mr. G. LAMMERT.
Accompanist Mr. F. WAYMOUTH, R.N.

ADMISSION:—$2.
(Including Tea, Coffee, Ices, &c.)
TICKETS at Messrs. KELLY & WALSH'S, Ld.

Hongkong, 10th May, 1895. [628

"GLEN" LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship
"GLENFARG"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 16th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 23rd instant, otherwise they will not be recognised.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 11th May, 1895. [625

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1895. [27

A. S. WATSON & CO., LIMITED,
ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are Selected by our London House, bought direct at first hand, imported in Wood and Bottled by ourselves, thus saving all intermediate profits and enabling us to supply the best growths at moderate prices.

PRICE LISTS, WITH FULL DETAILS, TO BE HAD ON APPLICATION.

PORT:—After removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY:—Excellent dinner and after dinner Wines, of very superior vintage. All are true Xeres Wines.

CLARET:—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY:—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY:—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked "E" is universally popular and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong Market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 9th January, 1895. 15

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 10, 1895.

QUESTIONS OF THE HOUR.

THE war between China and Japan is at an end. It originated out of the long-standing quarrel between them as to their relative rights and duties in Korea, each endeavouring to establish, to the complete exclusion of the other, paramount interest and authority in the little Kingdom. That matter has been settled by an appeal to the arbitrament of arms in favour of Japan and China has formally renounced at her alleged rights and claims, leaving Japan a free hand in her dealings with the Korean Sovereign and people. The Korean problem has, however, by no means disappeared from the political horizon. One Korean question has been asked and satisfactorily answered, but the reply suggests, and gives rise to, a hundred others, and, introduces other interlocutors in the political arena. Russia, France, Germany and England have questions to put to Japan about things Korean, and these questions are not all of the same purport or couched in the same tone; neither will the answer returned to one be accepted as a reply to all. All parties must, for the moment, accept the position made for herself by Japan in Korea. She is the self-constituted guardian of her independence; the self-constituted instructor and guide who is to train up the Korean ministers and people to a full sense of their position and responsibilities, and to fit them, in time, for the plenary exercise of their duties as a nation and a people. The first question to be answered is—what is to be the *modus vivendi* to be established between the guardian and the ward; how much freedom is to be conceded to the one, and how much power is to be exercised by the other? The second question is—for how long a period is this tutelage to continue; for a period to be defined now, once for all, or for an indefinite period depending upon the intelligence and industry of the pupil? A third and very difficult question is as to whether any other Power or Powers are to exercise any supervision over the guardian and ward and to see that the interests of the latter are duly safeguarded, and that no undue advantage is taken of her weakness. A still more difficult question remains behind—if the latter is answered in the affirmative, who is to exercise this power of supervision, and how is it to be enforced? Again, there is hovering in the background the most difficult and dangerous of all the questions that have arisen and it is, namely, who is to succeed to the estate if the pupil should die before attaining full age and complete control of the property? Russia claims to be next heir, in fact asserts that she has a clear reversionary interest. What answer will Japan have, what answer has Japan at this moment to that claim? Her answer to it must help to furnish replies to all the other questions, for all the others depend upon the solution of that as their key.

THE RESULTS OF THE WAR.

OUR morning contemporary to-day expresses the opinion that the results of the war between China and Japan have been a disappointment to Japanese ambition and not less a disappointment to those interested in the commercial future of China and the East generally. The writer doubts if the opening of the new ports will lead to any great increase of trade in general, or of the trade of this colony in particular. He foresees years of contest with Chinese imbecility and corruption still before us, and regrets that the Japanese armies did not reach Peking, and that Japanese Ministers are not in power there to animate and guide the future progress of the Celestial Empire. We think he will be agreeably disappointed. The occupation of Formosa by Japan will alone lead to a largely augmented trade. That island is now part of Japan, our treaty rights extend to it and cover our trade with it, and, with the influx of Japanese and Japanese capital there will be an enormous demand for machinery of all kinds, for metals and for all the articles with which we now supply Japan. Not merely shall we have more open ports in China, but now they will all be open indeed. The reign of offensive obstruction is over; the reign of the gunboat recommences. Our Japanese friends will deal very summarily with Chinese chicanery and Chinese corruption, and there will be very little further haggling about transit passes or *Lekin*. The Japanese will open the West River and other waterways and *keep* them open for themselves and for us. There will be Japanese traders in Kwangsi within a month, and very few *Lekin* stations left on the West River in six months. It is not so much the extent of the advantages obtained by the Japanese for commerce on which we count as on the way in which these advantages can and will be worked by the Japanese in the general interest. There is an uncomfortable time before the Tsungli Yamen if it attempts to play off on this new Treaty Power the tricks it has so successfully practiced on her Western rivals.

THE SANITARY BOARD.

THE Sanitary Board met yesterday, there being present only the four official members, the Director of Public Works, the Acting Colonial Surgeon, the Acting Captain Superintendent of Police and the Acting Medical Officer of Health. The Board when properly constituted under the Public Health Ordinance consists of ten members, six of whom are required, by law to be unofficials. There is now an eleventh regular member of the Board, the Medical Officer of Health not having been appointed to fill any vacancy but under special powers recently taken by the Governor to enable him to appoint an extra member. Now, we desire to caution the Board and the public that any exercise by the minority of the Board now holding seats on it, of any coercive powers and jurisdiction vested in the Board is wholly illegal and that the present members are incurring very serious risks. There is a clause in the Health Ordinance which validates the action of the Board during incidental vacancies, but no Court would or could interpret that section so as to authorize four out of eleven members, all officials, to exercise the powers of a Board which, according to its original constitution, ought to consist of a majority of unofficial members, when the unofficial seats are unfilled not through any accidental causes but through the deliberate act of the Government in refusing to fill them up.

* * *

The proceedings at the meeting yesterday illustrate very amusingly the farcical nature of the position. Before the resignation of the unofficial members the Board unanimously recommended the institution of a strict examination by competent medical officers of all steamers and junks coming from the Canton river and neighbouring ports on the west coast. The present official members—the only members of the Board—excepting Dr. Westcott, were parties to that resolution. Yesterday a communication is received from the Government, and was read at the meeting, to the effect that the Superintendent of the Civil Hospital does not see any utility in the examination of these junks and steamers, and without debate, without formal resolution, or even any, *pro forma* note, the President announces, not that the Board do not think it advisable, but that, the Government not approving of it, *he* (the President) will direct its discontinuance! The new sanitary authority, the Acting Military Medical Officer of Health, has nothing to say on the subject and it did not appear from the papers laid on the table that his opinion had been sought!

REUTER'S TELEGRAMS.

FORMOSAN AFFAIRS.

LONDON, May 9th.

Five thousand Chinese troops are being despatched from Canton to Formosa to assist in suppressing the probable opposition of the Black Flags to a Japanese occupation of the island. It is believed that these troops are not very reliable and that they are likely to side with the Black Flags.

THE TREATY OF PEACE.

The ratifications of the Treaty of Peace between China and Japan were exchanged at Chefoo on Wednesday.

[The *news* was published in a *Hongkong Telegraph* "Extra" at 5 p.m. on Wednesday, the 8th instant.—Ed., *H.K.T.*]

HOUSE OF COMMONS.

The Bill for the repeal of the Coercion Act (Ireland) has passed its second reading by a majority of fourteen. During Mr. Morley's speech O'Donovan Rossa shouted from the Strangers' Gallery—"An assassin's blow has been struck at my honour in this house." O'Donovan Rossa was, of course, promptly expelled.

(Special to *Siam Observer*.)

THE BUFFER STATE DIFFICULTY.

RANGOON, April 29th.

Mr. Scott, the British Boundary Commissioner, is returning *viâ* Lashio. The latest communication from Mr. Scott is dated April 6th, from Chiengsen, on the Mekong.

It is probable that Capt. Caulfield, who commands the escort of the British section of the Buffer State Commission, will be appointed to the command of the Garrison at Kengtung. The force recently despatched from Mandalay will reach Kengtung on May 5th.

THE MADAGASCAR EXPEDITION.

PORT SAID, April 29th.

During the passage of the Suez Canal by a French transport *en route* for Madagascar 16 soldiers belonging to the Foreign Legion deserted. The fugitives were captured by the Canal Police and put in gaol.

SEANCES IN THE RUSSIAN WAR OFFICE.

LONDON, April 29th.

The position of affairs between Russia and Japan is regarded as serious at the Russian War Office, where a number of conferences have been held by the Chiefs of the Military Department, who are considering the perfection of a strategic measure in the event of the Mikado refusing to modify the treaty of peace.

EGYPTIAN AFFAIRS.

LIVERPOOL, April 4th.

The *Standard's* correspondent at Berlin states that it is believed there that France intends to seize the Upper Nile and hold it as hostage for the evacuation of Egypt.

CHINESE IMMIGRATION PROHIBITED IN THE STRAITS SETTLEMENTS.

The following is a copy of a telegram received this morning by the Government from the Governor of the Straits Settlements:—

"Chinese immigration prohibited vessels leaving or touching at Macao, Swatow, Hainan after 10th May."

THE FIRST TYPHOON OF THE SEASON.

We are indebted to the courtesy of Señor José de Navarro, Spanish Consul at this port, for the following telegraphic information received from the Government of Manila:—

"BOLINAO, May 10th.
8 a.m.

"There is a typhoon to the S.S.E. of Luzon. It is now between the 10th and 12th degrees N. latitude, and its direction appears to be from E.S.E. to W.N.W. It will probably enter the China Sea this afternoon or evening."

The barometer is falling in Hongkong. At 10 a.m. it was 29.91, but at 4 p.m. had dropped to 29.86.

LOCAL AND GENERAL.

OWING to the prevalence of Cholera in Bangkok vessels from Bangkok are, according to the *Siam Observer* of 1st May, quarantined on their arrival at Singapore.

THE motion to reduce the salary of the Governor of New South Wales to £5,000 passed last month through Committee in the Legislative Assembly, though the Government opposed the motion.

HIS EXCELLENCY the Governor presented the prizes at the Victoria English Schools this afternoon. There was a large gathering of friends and relatives of the pupils. A full report will appear in our next issue.

A COMPLETE report of the proceedings at the meeting of the Sanitary Board, held yesterday afternoon, will be published in our *Mail Issue* on Wednesday next. They certainly merit space in our overcrowded columns.

AT a general meeting in connection with the Peak Church, held at St. Paul's College this afternoon, the report of the Committee of Management and the accounts were adopted and a new Committee elected for the ensuing year.

ON the authority of the *Chuwo Shimbun* we have it that Viscount Motsu telegraphed regularly to foreign Governments during the Bakan Conferences of the progress achieved. The expense thus incurred amounted to 30,000 *yen*.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Sperry Flour Company.....$ 2c
Mr. Chan U Fa'.....10

THREE months' imprisonment was the dose of physic administered by Mr. Wodehouse at the Magistracy to-day to Maling Shah, private of the Hongkong Regiment, for annexing a pair of ear-rings from a *maison de plaisir* in East Street. The Pathan warrior, who was swayed up in light-fingered business, had concealed the stolen property in his turban.

CHOLERA is evidently epidemic in Bangkok, as the following from the *Bangkok Times* of the 30th ultimo shows:—"An average of over 20 deaths per day is taking place from cholera in the city. The disorder has worked its way from Ban Mohr round to Patoo Mai and K'long Kut, at which latter place a priest has succumbed. It has also got amongst the soldiers in the city barracks."

IT is reported in the *Times* of 5th April that Mr. Clarence Ashford, the Canadian who was expelled from Hawaii by the Dole Government, has written to the Canadian press giving an account of the indignity and injustice which the British residents suffered at the hands of the self-constituted Government of the Islands. In the prosecution against them for treason all pretence of legal forms was abandoned, and indictments were offered to approvers so that convictions might be obtained against those whom the Government wished to be rid of.

WE have to apologise for a very serious omission in our report of the proceedings at the meeting of the Sanitary Board yesterday. In addition to the four official members there were two unofficial members present, who took an active part in the proceedings and, like all unofficial members, gave needless trouble and provoked a protest from the President by their frequent interruptions. Captain Hastings' bull terrier, "Nellie," although not yet gazetted, took her seat at the Board and had to be repeatedly called to order. Another local celebrity called "Toby" also put in an appearance, and added considerably to the amusement of the members. But for the dogs, the whole proceedings would have been very slow, and happily their presence in their places gave an appearance of legality to the meeting by raising the attendance to six instead of four.

LORD Kincairney issued judgment on the 4th ultimo in a Court of Session action instituted by Margaret Nicolson or Bell, 30, Montague Street, Edinburgh, against her father-in-law, Peter Bell, explosives contractor, High Blantyre. The pursuer was married to the defender's son, David Bell, in 1887. Her husband left her subsequent to 1889, and the purpose of the present action was to have the defender ordained to aliment his five grandchildren. The defender said that the pursuer left her husband's house of her own accord and took her children with her, and that the husband was resident in Androssan not long ago. He further said that he was not in a good position. The Lord Ordinary had decerned against the defender for aliment for each of his grandchildren at the rate of 2*l.* per week from 14th August, 1894, until they reach the age of 14, reserving to the defender to offer to aliment the children in his own house instead of paying aliment, and to the pursuer her answer to that offer. His Lordship also reserves to both parties to apply to the Court for a modification of the decree in the event of a material alteration of the circumstances. Neither party was awarded costs. Counsel for the Pursuer—Mr. Graham Stewart; agent, D. Murray, solicitor. Counsel for the defender—Mr. Craigie and Mr. Findlay; agent, A. H. Fork, W.S.

Social Life of the Chinese: Lecturing at Toynbee Hall recently on "The Daily Life of the Chinese Labourer," Sir John Gorst, M.P., said that a study of the social life of the Chinese was especially useful to all who were anxious about social progress in our own country. The most powerful institution in that country was the family, and the most remarkable thing about the family was that it was able to exercise judicial powers over its members. "If a Chinaman committed any minor offence, it was not the magistrate who adjudicated on the matter. The family compensated the injured man, and furnished the offender by flogging or imprisonment. It was only in graver offences, such as murder, that the culprit was handed over to the judicial authorities. The Chinese family maintained its power because it was inalienably bound up with the land. There were no landlords in China. The land was the property of the State, and the occupier paid a small tax—the only tax which existed—to the State for the land he occupied. This would remain in the possession of the family to the remotest generation. So, as every Chinaman was a member of a family and every family had a home, there was no necessity for a poor law. All that men who filled in the towns had to do was to return to their ancestral homes and resume with them the land, and the respect which was paid to the aged ensured that the old people had the best rooms in the house and were given of the best the family had, and that without State pensions which were not needed among the Chinese. This was no fancy picture of some ideal dreamer, but a state of civilisation which had existed for many hundreds of years."

A REGULAR meeting of the Victoria Preceptory and Priory will be held in the Freemasons' Hall, Zetland Street, on Monday, the 20th instant, at 8.30 for 9 p.m. precisely. Visiting knights are cordially invited to attend.

RECENTLY there were sold at auction in New York two shares of the stock of the Sun Printing and Publishing Association. The two shares sold for $2,200, the par value being $1,000 per share. The auctioneer declared that they were worth $4,000 a share, and that he had sold five shares some months before at $3,500 per share. It is stated by the *Fourth Estate* that the two shares were purchased by a representative of Joseph Pulitzer. If this be true, it would seem as if the *World* proprietor wanted to get an opportunity to look at the books of the *Sun*, in the capacity of stockholder. There is no love lost between Dana and Pulitzer. The *World* man has, it is stated never forgiven the *Sun* editor for his famous article discussing him as "the wandering Jew of journalism," and headed "Move on, Pulitzer!"

THE *Times Weekly Edition* of 5th April gives the following account of the Chinese rebel Han-Pien-wai:—On the 17th January the Japanese met with a slight reverse in the neighbourhood of An-Shan-Chan, between Hai-ch'êng and Liao-yang. The Chinese engaged were not regular troops, but the followers of a northern rebel named Han Pien Wai, who some time ago offered his services to the Governor-General in Moukden. The history of this personage is remarkable. Fifty or sixty years ago, when but a young lad, he came to Manchuria to seek his fortune, and began to gather the forbidden treasures of the goldfields in the wild forest region of the upper Sunguri. Comrades rapidly gathered round him, and soon he felt himself strong enough to defy the Government. Imperial troops were repeatedly sent to arrest him, but these he either defeated or bribed with gold, and his power continued to increase. For years he has been practically monarch of a wild region and by his equity, firmness and daring deeds he has gained the respect and confidence of the people. It is said that he has many thousand trusty followers at his command, trained, armed and well mounted. They despise all western inventions, trusting to their old-fashioned matchlocks and gingalls. These are the men who are said to have done what the Imperial troops failed to do. The old warrior has been decorated with a button of the second rank.

AMENITIES ON THE "ESTHER ROY."

THE BOATSWAIN AND SECOND OFFICER IN DEADLY COMBAT.

The boatswain of the Nova Scotian barque *Esther Roy*, named E. W. McKenna, was handed over to the Water Police on board the steamer *Chiltagong* this afternoon. He was brought over here at the request of the British Vice-Consul at Iloilo (Philippines), whence the *Chiltagong* hails, and will be charged at the Police Court to-morrow with causing the death of Mr. L. MacDonald, second officer of the *Esther Roy*.

A *Telegraph* reporter boarded the *Chiltagong* at Quarry Bay this afternoon and was courteously supplied with the following particulars in reference to the death of the officer in question:—

The *Esther Roy* arrived at Iloilo lately from Newcastle, N.S.W., where a new second mate, the deceased, was "signed on." This person appears to have been one of the "Old School," who made a dead set at McKenna, the boatswain, who, although a quiet, hard-working man, ultimately came to blows with the bellicose officer at Iloilo. McKenna got the worst of the fight, but the second mate tried to force him to fight on even after he had given in and the latter, in sheer desperation, it is said, drew his knife and stabbed the officer to the heart, death being instantaneous. The British Vice-Consul tried McKenna before a Naval Court of Inquiry and the latter pleaded "guilty." Then the Consul sent him on here by the *Chiltagong* together with Mr. A. P. Knoll, a witness for the prosecution.

The Captain's evidence is said to have been strongly in favour of McKenna.

The *Chiltagong*, Capt. Davey, is a brand-new steamer and is to be the pioneer boat of the Great Northern Line (Hongkong, Yokohama, and Portland, Or.) for which Messrs. Shewan & Co. are the local agents.

PLAGUE NOTES.

A man suffering from plague was admitted to the Kennedy-town hospital yesterday p.m. He is alleged to have arrived here from Canton on the 7th and to have resided on the third floor of No. 8, Winglok Street. He got on board the steamer *Belgic* yesterday and was sent to hospital by the Health Officer of the Port. This is the only case of plague now in the plague depôt.

* * *

The following from the Portuguese colony of Macao is instructive:—

MACAO, May 10th.

"Although no reliable information appears to be obtainable, rumours of the spread of the plague are not cheerful. A four-hourd coffin is a common object of this country." Either two or three dead bodies were in a house near the British Consulate yesterday. More than a quarter of the Chinese population have left, and all branches of trade are carried on very short handed."

It may interest our readers to know that this day last year the memorable Plague Proclamation was issued by the Acting Governor, declaring this port infected.

THE GAP ROCK FOG SIGNALS.

The report of the Harbour Master on the distance at which the fog signal apparatus at the Gap Rock is audible is not of the general value that the Chamber of Commerce presumably consider it to be. It is only the record of a single series of experiments, and cannot be of any value to the shipping community at large as it does not touch upon the general merits of sound-signalling—a question that has been exhaustively treated of by the late Professor Tyndall for the Elder Brethren of the Trinity House, in 1873, and by the United States Lighthouse Board in the succeeding year. We do not mean to say Capt. Rumsey's report is of no value, for it is certainly right that he should deprecate the Gap Rock signal being anything more than a warning of approach towards the Rock itself, and should warn Canton mariners against attempting to use it for the purpose of navigating past the rock. The very fact that, as an experienced mariner, he felt compelled to make such statements argues ill for the acoustic knowledge of our sailors. Surely there ought to have been no necessity to tell mariners that it is impossible to judge with any accuracy either of the distance from which a sound comes or the direction from which it travels. Ventriloquism is a proof of the one statement, the echo proves

telephonic concerts of the other. Moreover, nothing whatever is said in this report about the *reflection* of sound; though that is the *crux* of the whole question of the value of fog signals. Sound travels through air at a *rate* which varies with the temperature, and which may be taken as 1138 feet per second at a temperature of 75 F.; and the *intensity* of the sound depends upon the density of the air at the place of origin and diminishes in a well-known ratio with the distance. These phenomena, then, have nothing to do with the audibility of the sound at any given distance and time. If the air were perfectly homogeneous the sound would reach a given spot always with a given intensity, and the rate of speed would matter nothing. It increases about 2 feet per second for every centigrade degree of elevation of temperature.

Unfortunately for mariners the air is not always homogeneous between a fog signal station and a ship, and the sound may never reach a vessel, on occasion, at a distance at which it is generally perfectly audible. Perhaps the most remarkable case of what we may call acoustic opacity is recorded by Mr. R. G. H. Kean, Rector of the University of Virginia, U. S. A., in a letter to Professor Tyndal. He watched the battle of Gaines's Farm, fought near Richmond, Virginia, on the 28th June, 1862, between the armies of Generals Lee and McClellan, from a distance of about a mile and a half. "Yet looking," he says, "for nearly two hours, from about 5 to 7 p.m. on a midsummer afternoon, at a battle in which at least 50,000 men were actually engaged, and doubtless at least 100 pieces of field artillery, through an atmosphere optically as limpid as possible, *not a single sound of the battle* was audible, to General Randolph and myself." It would be easy to give cases of similar inaudibility at sea, but the foregoing is such a marvellous illustration of the case in point, that we may rest satisfied with it. The moral to be drawn is that it is quite possible for a vessel to be in close proximity to a signal station which is firing guns, sounding sirens, whistles or fog-horns, and hear nothing.

But this is not the worst of the matter. If there were certain directions only in which under anomalous circumstances signals were inaudible, the problem would be comparatively simple. But suppose a ship in a fog hears a fog-signal, and steaming on loses the sound. The obvious inference is that she is going away from the point of danger, but this is not necessarily the case. It is quite possible for a signal to be perceptible at say a mile and a half, imperceptible for the next half mile, and then audible again. What can a ship in a fog do then? If it trusts to the obvious inference she may be lost.

On this point General Duane reported to the United States Lighthouse Board in 1871 as follows:—"The most perplexing difficulties, however, arise from the fact that the signal often appears to be surrounded by a belt, varying in radius from one to one and a half mile, from which the sound appears to be entirely absent. Thus, in moving directly from a station the sound is audible for the distance of a mile, is then lost for about the same distance, after which it is again distinctly heard for a long time."

The most exhaustive researches in this direction are, however, those of Prof. Tyndal. He shows that even on optically clear days the distance at which a signal can be heard varies immensely, not only from day to day, but from hour to hour. His wealth of observations in all sorts of weather are most convincing, and we feel how feeble any single extracts must be in impressing the marine profession with the importance of the subject. Still the exigencies of space limit us to this method. Prof. Tyndal expressly states that the varying optical clearness of the atmosphere has nothing to do with the phenomena. Thus on July 1st, 1873, "when the range [of audibility] was 12¾ miles, a thick haze hid the white cliffs of the Foreland, while on many other days, when the acoustic range was not half so great, the atmosphere was optically clear." Again, he says, "on the 1st July the sound had a range of nearly 13 miles; on the 2nd, the range did not exceed 4 miles." Nor does the direction of the wind afford an explanation, for "on the 25th of June, when the range was only 6¾ miles, the wind was favourable; on the 26th when the range exceeded 9¾ miles, it was opposed to the sound." The variation, also, may take place with startling rapidity; thus, "at a point 2 miles from the Foreland, the sound at 5 p.m. possessed fifty times the intensity which it possessed at 2 p.m." With such evidence before us we are justified in saying that Capt. Rumsey's observations have no practical value.

Professor Tyndal also shows by observation on signalling at sea, and by refined experiments in the laboratory, that neither rain, hail, snow or fog have any sensible power to obstruct sound, and that the supposed connection between a clear atmosphere and the transmission of sound is false. As regards fog he says, "the air associated with fog is, as a general rule, highly homogeneous and favourable to the transmission of sound."

The reason for these apparent anomalies may not interest mariners, as being of little practical value. But it is surely easier to remember a conclusion when we know the reason on which it is based. Tyndal has shown that the atmosphere is *not* homogeneous; that the amounts of heat received on a surface, and the consequent evaporation, vary with every cloud that passes over the sun's face, and that hence streams and layers of different densities and temperature are formed, and that these act as reflectors, invisible but potent, which throw back the sound, and so act as screens to the passage of sound-waves.

We have not written this in opposition to Capt. Rumsey. What he said was true, but the pity of it was, it meant nothing. What is wanted is that our marine officers should be well enough versed in elementary acoustics to know better than to trust life and property to so capricious a servant as the audibility of a fog signal.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE NEW BRITISH DOLLAR.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—In your issue of last night you say—"We are informed that in theory W. H. G. is perfectly correct, but that in the actual working out of that theory in practice over bank counters, the figures given in our article are the more correct."

The figures given in your leading article of the 4th are from 65 to 80 cents loss per thousand—a range of over 20 per cent.—and I would again correct your informant by telling him that it is over bank counters, as well as by mercantile houses in the colony, that in paying Hongkong currency the theory 717 Taels weight is the equivalent of $1,000 is carried out; it is, too, the rate at which the Paymaster of the Forces receives Mexican dollars in exchange for drafts on the Lords of the Treasury.

I am aware that a slight difference exists between the scales used by the Local Banks, but that fact does not necessitate a departure from the theoretically correct working. It is known that the Legal tender of this Colony is Currency weighed at 717 Taels per $1000, as shown above, and this should be the basis of the calculation.

In dealing with a question of this importance "compradoric squeezes" should not be taken into account, which is abundantly apparent and at the same time practical.

Yours faithfully,
W. H. G.

Hongkong, 10th May, 1895.

WHERE IS "THEODORA?"

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—A few weeks ago the theatre-goers of Hongkong were somewhat pleased by the intelligence that Miss Grace Hawthorne would shortly appear here in her world-famed representation of Sardou's masterpiece "Theodora."

Miss Hawthorne arrived, elaborate printing covered our walls, expectancy ran high, but, up to the present, we have had no "Theodora." This week a new season is advertised, but Miss Hawthorne's name is entirely out. Can you inform us why "Theodora" was not produced? or, if, there was no intention of producing it, why the public was led to expect it?

Yours, etc.,
A DISAPPOINTED PLAYGOER.

Hongkong, May 10th, 1895.

[If, as our correspondent states, Miss Hawthorne is not "billed" to appear in the new season advertised it is regrettable, for she has "starred" as Theodora and in many high-class characters and the public would doubtless have been glad to have seen her in one of her leading rôles.—Ed *H.K.T.*]

SHIPBUILDING IN TONKIN.

LAUNCH AT HAIPHONG.

On the 29th ultimo Messrs. Marty & D'Abbadie launched from their shipbuilding yard on the Cua-Cam, Haiphong, a stern wheel steamer, the *Yenbay*, specially constructed for their subsidised line on the Red River between Hanoi, the capital of Tonkin, and Laokay on the frontier of Yunnan.

The *Yenbay*, as the new steamer was christened by Madame Pierre Marty, glided smoothly into the water at 9 p.m., the hour of high water in the river.

The yard was brilliantly lighted by electricity, and a launch at night being a rarity, the interesting ceremony was witnessed by the entire European population of Haiphong.

After the ceremony the company adjourned to the drawing office, which had been cleared out and tastefully decorated for the occasion, and success having been drunk to the *Yenbay* and her amiable godmother Madame Marty, dancing commenced and was kept up till an early hour in the morning.

The *Yenbay* is the seventh stern wheel steamer built in the Ateliers des Correspondances Fluviales at Haiphong from the designs of Mr. W. C. Jack, the Engineer-in-Chief of the Company.

The dimensions of the *Yenbay* are:—115 feet over all, beam 20 feet 6 inches, and 23 feet, outside guard, depth 4 feet 6 inches, draft 32 inches. The engines are of the compound surface condensing type and are furnished with several innovations calculated to improve their working in the Red River, where during the summer months the water is of the consistency of pea-soup. The cylinders are 12" and 20" by 48" stroke. The boiler is of the Admiralty gunboat type, arranged to burn firewood.

Messrs. Marty & D'Abbadie have on hand in their yard another stern wheeler of similar dimensions; a fast light draft twin screw launch to the order of the Government, for the French mail between Hanoi and Haiphong, and a powerful suction dredger destined for the deepening of the shallows and canals of the delta.

SHIPPING AND MAIL NEWS.

MAILS DUE:

French *(Oceanien)* 14th inst.
Canadian *(Empress of Japan)* 14th inst.
Indian *(Arratoon Apcar)* 17th inst.
Tacoma *(Stikh)* 20th inst.
American *(Coptic)* 21st inst.

* * *

THE Agents (Messrs. D. Sassoon, Sons & Co.) inform us that the steamer *Arratoon Apcar*, from Calcutta, left Singapore for this port this afternoon.

* * *

THE Canadian Pacific Railway Co.'s steamship *Empress of India* arrived at Kobe at 9 a.m. on Tuesday, and left again at 11 a.m. on Wednesday for Vancouver, *via* Yokohama.

* * *

WE are informed by the agents (Messrs. Shewan & Co.) that the "Union" Line steamer *Specialist*, from Hamburg, left Singapore on the 8th inst. for this port, and is due here on or about the 15th inst.

* * *

TO-DAY'S SHIPPING RETURNS.

6 p.m. yesterday to 6 p.m. to-day.

Arrivals.

Mathilde	steamer	from	Canton.
Glenfarg	"	"	Singapore.
Mohican	"	"	North Luzon.
Haitan	"	"	Swatow.
Moldava	"	"	Chinkiang.
Bonnington	"	"	Moji.
Freir	"	"	Hoihow.
Te-yi	"	"	Canton.
Loosok	"	"	Bangkok.
Bengo	gunboat	"	Macao.

Aggregating 11,530 tons register.

Departures.

Kwongmo	steamer	for	Amoy.
Arroyo	"	"	Saigon.
Asloun	"	"	Shanghai.
Karlsruhe	"	"	Nagasaki.
Ancona	"	"	Singapore.
Propontis	"	"	Singapore.
Melpomene	"	"	Singapore.
Cromarty	"	"	Yokohama.
Hohenzollern	"	"	Bangkok.
Deuteros	"	"	Chefoo.
Triton	"	"	Chefoo.

Aggregating 20,295 tons register.

* * *

The Portuguese gunboat *Bengo* arrived here this afternoon from Macao.

* * *

The British steamship *Moldava* left Moji on the 4th instant, and had fine weather throughout.

* * *

The Danish steamship *Freir* left Pakhoi on the 7th instant, and Hoihow on the 9th, and had fair weather.

* * *

The American barque *Mohican*, opened her upper seams, and sprung a leak, so put back to this port.

* * *

The British steamship *Callaguong* left the Philippines on the 5th instant, and had light monsoon and fine weather.

* * *

The British steamship *Loo Sok* left Koh-ei-chang on 0.30 a.m. on the 4th instant, and had light south-east winds and heavy squalls with drenching rain to Pulo Obi. Rounded Pulo Obi at 6.30 a.m. on the 6th, and had light to moderate north-east and east winds to Cap Rock.

HONGKONG AND WHAMPOA DOCK RETURNS.

Irene	in	Kowloon	Dock.
Stanfield	"	"	"
Salent	"	"	"
Verona	"	"	"
Mongkut	"	"	"
Reina Cristina (cruiser)	"	"	"
H.M.S. Alacrity	"	Cosmopolitan	"
Wing Sang	"	Aberdeen	Dock
Fatshan	"	"	"

LEGAL ASPECTS OF THE "ELBE" DISASTER.

It has been decided to examine the wreck of the sunken liner *Elbe*, and eight divers have been engaged for the work; two Frenchmen, three Englishmen, and three Germans. The work is undertaken chiefly to find the mail-bags, whose contents are valued at 360,000 marks ($90,000). Besides these mail-bags still in the ship, she had a bag containing registered mail matter. This was thrown overboard and picked up by some fishermen. The *Vossische Zeitung* (Berlin) mentioning the incident, says:—

"The mails carried by the unfortunate liner have now become the subject of an interesting law case. The Belgian fishermen who secured the bag handed it over to their master, Mr. Hamman, member of the Belgian House of Representatives for Ostend. The Belgian postal authorities demanded the bag, but Mr. Hamman refused to release it until the German Consul deposited 70,000 francs [$14,000] with him. The fishermen claim one third of the value contained in the bag, which had 350 registered letters and parcels, among them $21,000 in American notes. The courts will have to decide whether mail matter can be claimed under the wrecking laws of any country. The postal authorities claim that mail-bags are international property and therefore exempt from local laws and customs."

The trial of the survivors of the disaster will probably be held in England. The *Börsenhalle*, (Hamburg,) has no doubt that the *Crathie* was the cause of the collision. "But, says the paper, the captain of the collier cannot be brought to trial. He was not on the bridge; the mate had the watch and is, therefore, responsible. Yet he cannot be tried in Germany, as the collision took place in neutral waters. Only an English court, at the direction of the Board of Trade, has the right to try the case. The punishment will be light, as the judge will take into consideration that the mate was tired, the vessel having come into port in the morning and left in the evening. His certificate will therefore be suspended for twelve months. It is very doubtful that the mate will be brought before a jury under a charge of manslaughter, although it is possible, as the loss of life was very great."

The paper then points out that the guilty parties in cases of this kind are punished much more heavily in Germany than in England. The fact that so many collisions are caused by English vessels is easily explained if we remember that England has more steamships on the seas than all other nations taken together. The assertion that English steamers burn their signal lamps low to save oil, is declared unjust.

Vice-Admiral Batsch, of the German navy, has contributed a paper to the *Deutsche Revue*, Stuttgart in which he points out that the international "rules of the road" at sea require a thorough revision, a task which he thinks very difficult, as the Chauvinism of the nations prevents the adoption of common-sense rules. He does not think it advantageous to shipping that the sea is a highway on which all have equal rights. Concerning the collision between the *Elbe* and the *Crathie*, the Admiral says:—

"That a good look-out was kept on board the *Elbe* can hardly be doubted, as the starboard (green) light of the *Crathie* was sighted 2½ points off the port bow. Expecting a like alertness on board the other vessel, the captain of the *Elbe* would naturally expect the *Crathie* to port her helm according to established rules. The *Crathie* had the wind astern, and probably made ten to eleven knots. The *Elbe* must have been going at the rate of about fifteen knots. This was left out of the consideration on board the *Crathie*, whose officer probably thought he could cross the bow of the liner in safety. That the English steamers are wanting in watchfulness is a well-known fact, also that their ships are undermanned; but this latter fault is noticed in all merchant navies, excepting the French. State control alone can remedy the evil, and against State control the ship-owner and nautical unions struggle with might and main."

Vice-Admiral Batsch thinks it is necessary to agree upon universal, international commands for the man at the wheel. Practically the only rule which is generally accepted for the right of way at sea is the "red to red" and "green to green," to which is added, in the much-navigated Channel and North Sea, the "port helm," which means that, in doubtful cases, "red to red" should always be followed. The writer then draws attention to the confusing manner in which pilots and officers give their orders to the man at the helm:—

"In the English, the American and—mind you—the German merchant service the command 'starboard' or 'port' is used with reference to the old-fashioned tiller, which is not used in vessels above the size of a fishing-boat. Whenever the pilot wishes the wheel to be turned to starboard, which would be followed by a turn to starboard of the rudder and the bow of the ship he will give the command 'port!' Yet he will point to starboard with his hand. The German navy, following the lead of the French and the Northern Powers, has discarded this, and the orders now apply to the side toward which the ship is to be turned. Man-of-warsmen are naturally much confused when the officer of a merchant vessel commands 'starboard' and wishes the ship to turn to port."

FOOCHOW NOTES.

FOOCHOW, May 4th.

We are informed that the rate of freight on teas to London from this port by conference steamers will be 55 shillings per ton, for the present season.

New Congous are beginning to arrive from the interior. There will be a larger supply, it is said; and tea-men have calculated upon obtaining higher rates than last year's opening prices. Home advices, however, do not at present appear to favour the realisation of these roseate expectations.

As the tea season approaches so surely does the settlement begin to assume a more lively appearance by the advent of our merchants and chasseés, although we observe numerous arrivals by the last steamer from Hongkong, still there are others whom we anticipate seeing shortly return, and we hope, invigorated after the long vacation.

MR. H. B. Weeks kindly supplies us with the following latest share quotations:—

Hongkong Banks	193 o/o prem. Sellers.
Do & Kowloon Wharf Co.	$38 Buyers.
Do Land Investment Co.	$59 Sales.
China Sugars	$125 Sellers.
Ices	$76 Sales.
Docks	99 o/o prem. Sellers.
Panjams	$ 7 Sales.
China Traders	$67 "
H. G. Browns	$ 5 "
National Banks	$27 "

—*Echo.*

THE TRADE CRISIS OF THE FUTURE.

The evils of industrial warfare are as manifold in our times, says the *British Export Journal*, that it is hard to define their limits; and it is just as clear, let labour leaders say what they please, that they have reached their present height solely through the unrestrained exercise of the power of combination. Wisely used, association is of immense value, but its abuse threatens to ruin the country. Some quarter of a century ago, the Titanic struggles of capital and labour, now of annual occurrence, were unknown. Any controversy was almost purely local, as regarded the trade and commerce of the United Kingdom, and sectional as regarded even large branches of industry, it was distinctly foreseen, however, that such would not long continue to be the case. There were clear indications of the bad times that have now unfortunately, been with us for many years. The big fight in Scotland in 1874 was the first instance of combination of a general kind between iron-masters and coal-owners to blow out furnaces and close collieries until puddlers and colliers were defeated in their attempts to maintain a strike by keeping a few collieries at work to supply a few blast furnaces. A grave crisis in the South Wales coal trade, and a gigantic scheme for an iron syndicate in Lancashire, South Yorkshire and the Midlands, for the purpose of keeping up the prices of finished iron, shows how this tendency to unification of interests is being gradually regarded by employers as their only effective remedy against the determined onset of agitators, aiming, without the slightest disguise, at the absolute control of the industrial reserves of the country, through a political and social propaganda that has often simply played into the hands of stock-jobbing speculators in prices, and spread misery and destitution among thousands of our working population. There is no time to be lost if these movements are to be checked; but employers are distinctly within their right in refusing to be dictated to as to the management of their affairs. In South Wales, they have come to the conclusion that a final stand must be made against further tyranny on the part of trade unionists, and it was decided, as a preliminary to any re-arrangement of sliding scales, to give notice to 100,000 men.

WAR SPELLS RUIN.

Of course this step will be denounced as most iniquitous and unjustifiable; but it is taken, beyond a doubt, to forestall the probability of a great strike being commenced by notices from the miners. The iron manufacturers appear to have reached the same point of resolution to resist the downward grade of prices. A syndicate would, no doubt, put an end to all local competition, just as a lock-out in the South Wales coal trade would effectually defeat the attempt of the miners to obtain more wages; but in the meantime coal would be obtained in any quantity from Northumberland and Durham, from Scotland, Belgium, or France, and if all the ironmakers in England and Scotland were to form a syndicate to keep up prices, they would simply by that course fling wide open the door of competition that Belgian, German, and United States iron manufacturers have barely succeeded, after two or three decades of unremitting exertion, in thrusting open sufficiently to annoy us by their rivalry in home and foreign markets. Where the benefit in either case to employer or employed is to come in, it is not easy to understand. War in any case of such a kind spells ruin, and it will very likely bring us face to face with the consummation predicted by Spencer Hall, at the worst stage of a similar development during the period of coal trade inflation that followed the Franco-German war, who declared that the working-classes and the capitalists would end by crucifying themselves, with the consumer between them, to the entire destruction of our trade and of the Empire.

HOW TO END IT.

Still, the fresh situation that may be brought about deserves special consideration for it contains one or two possibilities that may be not without good results to the public in the meantime. In the first place, trade-unionism may be ruined entirely. Whether such a result be desirable in itself, or as a means to some good end, is very doubtful. That is not the point, however, under discussion, but it is one demanding immediate reflection on the part of all persons of the genus agitator at the present time. Intense excitement already exists among the Welsh coal miners; but it remains to be seen whether the proposed action in South Wales may not be as beneficial to the miners as the Iron Syndicate in the Midlands may be to the iron-workers. Mr. Pickard and others have often suggested a combination of employers and employed, in order to control prices and wages. Such a process would probably fail, with the world-wide facilities now in existence for producing coal and iron, and the indefinite possibilities of further output by the development of vast mineral resources in countries where neither the coal nor the iron stored up in enormous quantities in the earth has been more than touched. But it is impossible even to guess what may be done by a combination of capitalists if they are thoroughly roused by manifest unreasonableness, arbitrary propositions, and senseless interference with the natural development of their industries. If contracts should be, as proposed, determined in the South Wales coal trade, with due provision for the risks of an idle time; and should prices of English finished iron be similarly fixed by all the Midland producers, the employers will in both cases for a time be as victorious as the Japanese are over their dilatory, unwieldy, unskilful and unready foe in the Far East.

NEWS BY THE AMERICAN MAIL.

The following telegrams from our San Francisco exchanges were "crowded out" of last night's issue:—

BERLIN, April 6th.

After the excitement which marked the enthusiastic celebration of Prince Bismarck's eightieth birthday at the early part of this week, the end of the week appears to be unusually tame. So far as the *fêtes* are concerned it is generally agreed that they were fully worthy of the occasion and were a complete success. Incidentally it developed that Prince Bismarck received on Monday last 8,390 telegrams, with a total of 277,637 words. In addition he received 5,000 letters and about 15,000 post cards. In spite of the excitement of Monday and Tuesday, the ex-Chancellor is over his exertions very well and remained in fair health, although he appears to have been seriously affected by the death of his wife.

During the banquet at the Bismarck's birthday celebration, the birthday of Prince Hohenlohe, who was born March 31st, 1819, was almost overlooked, but the Emperor and Empress soon came to the rescue. They both paid the Chancellor a lengthy visit, and the Empress presented him with a splendid bouquet of roses, and the Emperor made him a present of a gold cigar-case adorned with the Imperial monogram in diamonds. At the dinner which their Majesties gave at the castle on Monday last in honour of the birthday of Prince Bismarck, Prince Hohenlohe sat at the right hand of the Emperor, who conversed cordially with him.

LONDON, April 6th.

The Irish Land League Bill passed its second reading in the House of Commons yesterday.

Advices received from Rome concerning the report that the Roman courts have pronounced a decree of separation in favour of Princess Colonna, daughter of Mrs. J. W Mackay, awarding her the custody of her children, are to the effect that since the court decreed the separation in 1888 there has been no further judgment of any kind in the case.

The Mining market has been excited by a telegram from the Earl of Fingall announcing the collapse of the Londonderry gold mine, in which Colonel North, the "Nitrate King," is interested. The peculiar part of the affair is that insiders have been selling heavily for several days. The decline represents a loss of $8,000,000 to the shareholders.

The movements and concerns of William Waldorf Astor have not been such common property in London as Londoners would like. Mr. Astor has built himself an office a gem of a building on the Embankment, which sports a resplendent gilded weather-vane in the form of an old-time ship similar to those in which Hendrik Hudson first passed the Narrows. But beyond these externals, the possession of Cliveden and the *Pall-Mall* publications, London does not know anything like sufficient to satisfy London's curiosity. The *Pall Mall Budget* has ceased to be, notwithstanding that it was paving its way and Mr. Astor had a number of offers to purchase it. All of these were refused and the reason assigned by the press is, that the *Budget* was the late Mrs. Astor's favourite paper and its appearance was painful to the family.

Litigation is promised, according to the papers, over the score of Teddy Solomon's last completed work. A lady who was in his confidence during the latter part of his life, is in possession of the score and claims it. The composer's widow asserts the score to be hers, and is taking legal measures to obtain it. A company is in process of formation with a proposed capital of $1,200,000 to run the Covent Garden Theatre as an opera house. If the money can be secured the Duke of Bedford, owner of the property, will probably take the chair.

The Marquis of Lorne has again appeared in the world of letters, not with poems or other flights of fancy, but as the author of an accurate and reliable guide to Windsor Castle. "King Arthur," at the Lyceum, shows signs of waning popularity. Henry Irving will shortly produce a triple bill: "Pinerose," by Gons, a one-act version of "Don Quixote," and the story of Waterloo, previously referred to.

The warden and head master of Bradfield College is preparing a performance of the "Alcestis" of Euripides, which will be given in the open air in the original Greek on the afternoons of June 11th, 12th, and 13th. The theatre will be in the grounds of the college on the same spot where the "Antigone" of Sophocles was given five years ago and the "Agamemnon" of Æschylus in 1892.

April 7th.

London has been astonished during the past week by several inquiries from America asking if it is true that Queen Victoria was dead, or at the point of death. It is difficult for Englishmen to understand how such baseless rumours obtain circulation. The Queen is in her usual health, and heartily enjoying her holiday. She is driving about the delightful country around Nice several hours daily, and those who have seen her say she is more cheerful and happy than she has appeared for months.

Orders have been given to surround future camps in Madagascar and the French Alps with electrical currents. They will be so arranged that were all human sentinels got rid of the camps, ringed round with wires, would, all the same, be alarmed. Another kind of warning will be to place a petard in communication with the circuit and cause an explosion should a wire or snare be trod on.

GLASGOW, April 8th.

William Henderson, the last survivor of the founders of the Anchor Line steamships and of the firm of Henderson Brothers, famous shipbuilders, is dead.

NEW YORK, April 9th.

J. H. Worman, the editor of *Outing*, received a cable dispatch to-day with news of the missing bicyclist, Lenz of Plitsburg, who disappeared in the Kurdish mountains of Armenia while making a tour of the world. Lenz had been traced to the village of Chilgani, in the Alasgird plains, outside Delibaba pass. A native of Chilgani says that Lenz arrived there May 6th, just before sundown, and became the guest of Avak Parsegh. He was in good health and spirits, and held a sort of reception that evening, when many of the natives came to see his machine, in which they seemed to take much interest.

The next morning he left Chilgani, and a month later a report was circulated among the villagers that he had been killed in the vicinity of Koord Ali. Mr. Worman does not believe that Lenz is dead. He thinks that he is held a captive.

Owing to the weakness of the United States diplomatic officers it became necessary long ago to despatch the good offices of England's representative in Turkey, who will stand up for any white man. Secretary Gresham had to wire Mr. Worman last fall, that the American Minister had requested the aid of England's Consul at Erzeroum, who demanded action by the local authorities there in behalf of Lenz.

WASHINGTON, April 11th.

A cablegram received at the Navy Department announced the sailing of the United States steamer *Castine* from Aden, at the entrance of the Red sea, for Zanzibar.

It is probable that the commander of the ship will be directed to investigate the case of ex-United States Consul Waller.

The *Concord* has arrived at Shanghai, the *Mohican* at Port Townsend, and Admiral Meade's squadron at Port-au-Prince, Hayti.

It is expected that the squadron will next run over to Colon, where Assistant Secretary McAdoo will be landed to take a merchant steamer for the United States.

NEW YORK, April 12th.

A receiver was to-day appointed for John Bloodgood Jr., son of the millionaire banker. Several judgments against him have been returned with the indorsement "No effects."

Mr. Bloodgood, in his examination, admitted that he lived in the Hanover, 2, East Fifteenth Street; that he had no occupation, no property and no money beyond a small allowance from his father. It thus seems that in less than five years Mr. Bloodgood has managed to dispose of $1,000,000 bequeathed to him by his grandfather, William Lattimer.

ST. PETERSBURG, April 12th.

The Russian Government has resolved not to interfere in Armenia, in order to have a free hand in the Far East.

PARIS, April 12th.

The *Matin* publishes a letter from M. Francois Deloncle, an anti-English French deputy, whose presence at Cairo repeatly attracted considerable attention in view of the somewhat strained relations between France and England, growing out of the Niger Company's protest against the French intrusion in certain districts of the Upper Nile.

Deloncle says that Egypt was never more tranquil than now, and that signatures to petitions praying for a continuance of British rule in that country are only obtained by force. He adds that Lord Cromer, the British Minister Plenipotentiary, is planning a French expedition to Dongola in order to create a complication and afford an excuse to maintain British occupation in Egypt. He concludes by asserting that the natives look to France for a solution of the present situation.

LONDON, April 12th.

A dispatch to the *Daily News* from Warsaw says: The police have discovered a plot to assassinate Governor-General Von Schouvaloff, who was lately Russian Ambassador to Germany. Many arrests of persons charged with complicity in the plot, including two women, have been made.

The dispatch adds that a General who was arrested on the charge of selling military documents to Austria had wounded himself in an attempt to commit suicide.

Hotels.

BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG,
(On Shau-ki-wan Road.)

THE POPULAR SUMMER RESORT, and TERMINUS of the only pleasant DRIVE to be had on the Island. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

To the other attractions of this popular resort BATHING PAVILIONS have been added, and a LAUNCH runs from the NEW PEDDER'S WHARF to BAY VIEW every half-hour after 5 p.m. daily.

Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 12th August, 1894. [19

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor & Manager.

Hongkong, 3rd April, 1895. [429

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,
(FROM APRIL 1ST TO OCTOBER 31ST).

One person, per day	$ 4.00
One person, per month	$75 to 90.00
Married couple (occupying one room) per day	7.00
Married couple (occupying one room) per month	150.00
Married couple (occupying two rooms) per month	170.00

For further particulars, apply to
THE MANAGER,
New Victoria Hotel.

Hongkong, 16th March, 1895. [26

FUJIYA HOTEL,
MIYANOSHITA,
HAKONE.
Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.
NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.

EXCELLENT CUISINE.

SPECIAL RATES MADE FOR A PROLONGED STAY.

S. N. YAMAGUCHI,
Proprietor.

231

THOMAS' GRILL ROOMS,
No. 2, QUEEN'S ROAD CENTRAL.

I AM happy to inform my PATRONS that in connection with the GRILL ROOM, I have secured the 1ST FLOOR recently occupied by the CHINA FIRE INSURANCE COMPANY (above the present GRILL ROOM) and have fitted it up for

LADIES' DINING ROOMS,

with all conveniences attached. I am also now prepared to serve

DINNERS, TIFFINS AND SUPPERS

to Parties when Ordered distinct from the ordinary GRILL ROOM.

DAILY NEWSPAPERS AND PERIODICALS.

W. THOMAS,
Proprietor.

Hongkong, 30th April, 1895. [584

For Sale.

THE FREDERICKSBURG BREWERY Co.'s
LIGHT PALE ALE,
Unsurpassed in quality
and highly recommended
by persons of
Refined Taste.

Makes a delicious and
comforting drink
during Summer Months.

H. E. BOTTLEWALLA,
SOLE AGENT,
No. 2, D'Aguilar Street.

Hongkong, 5th March, 1895. [197

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT
MERCHANTS,
HONGKONG, SHANGHAI, LONDON AND GLASGOW.

12, Queen's Road,
Hongkong, 24th August, 1894. [65

Masonic.

ST. JOHN'S LODGE

OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 11th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 6th May, 1895. [599

ZETLAND LODGE,

No. 525, E.C.

AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 14th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 8th May, 1895. [614

PERSEVERANCE LODGE OF

HONGKONG, No. 1165, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 16th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 9th May, 1895. [620

Intimations.

MELLIN'S FOOD

IS recommended by the highest Medical Authorities as the BEST FOOD for INFANTS and INVALIDS.

KAY & Co.,
SOLE AGENTS,
26, Hollywood Road.

Hongkong, 3rd May, 1895. [502

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
No. 8, Queen's Road Central. [608

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 48, Queen's Road Central. [697

LEVY HERMANOS.

AND AT
SHANGHAI, MANILA, ILOILO & PARIS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS,
Also
GENERAL IMPORT & EXPORT.
10, QUEEN'S ROAD CENTRAL,
831 Opposite the Telegraph Office.

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1894. [29

ONE BOX OF CLARKE'S B 41 PILLS is warranted to cure all discharges from the Urinary Organs, in either sex (acquired or constitutional), Gravel and Pains in the Back. Guaranteed free from Mercury. Sold in Boxes, 4s. 6d. each, by all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [116

THIS CENTURY'S GREAT DISCOVERY.

Renovation & Prolongation of Life

BY THE

ELIXIR GODINEAU

Head Office, PARIS, Rue St. Lazare, 7.

CURE of WEAKENED subjects, of NERVOUS complaints and all other diseases proceeding from bad nutrition and DECAY and DECOMPOSITION of the Blood.

MARVELLOUS CURES.

Explanatory Pamphlets are sent free on application

Depôt, PIERRE MARTY, Esq., Hongkong.
Agents for M. OPPENHEIMER & Co., Paris.

Driving the Brain



at the expense of the Body. While we drive the brain we must build up the body. Exercise, pure air—foods that make healthy flesh—refreshing sleep—such are methods. When loss of flesh, strength and nerve become apparent your physician will doubtless tell you that the quickest builder of all three is

Scott's Emulsion

of Cod Liver Oil, which not only creates flesh of and in itself, but stimulates the appetite for other foods.

Scott & Bowne, Ltd., London, E. All Chemists.

Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.
Hongkong, 27th March, 1894.

Intimations.

NEVER EXCELLED!!

ESSETS FLUID,

THE STRONGEST KNOWN

DISINFECTANT,

GERMICIDE, ANTISEPTIC AND DEODORISER.
NON-POISONOUS.

Endorsed and Recommended by the HIGHEST MEDICAL, SCIENTIFIC and SANITARY AUTHORITIES.

Price per Bottle, $0.40. Half-Gallon Drum, $1.20. One-Gallon Drum, $2.00.

WATKINS & CO.,
SOLE AGENTS.
51] 66, Queen's Road Central, Hongkong.

Auctions.

PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received instructions from the MORTGAGEE to Sell by

PUBLIC AUCTION,
ON
FRIDAY AND SATURDAY,
the 17th and 18th day of May, 1895,
at 2.30 o'clock in the Afternoon at the Premises
THE FOLLOWING
LEASEHOLD PROPERTIES,
Situate at Victoria, Hongkong, In Lots.

Lot 1.—SECTION A of MARINE LOT No. 214 with the messuage thereon No. 86, Wing Lok Street.

ANNUAL CROWN RENT $12.34.

Lot 2.—ALL the VENDOR'S right benefit interest and advantage in the Southern moiety of the Reclamation of Marine Lot No. 214 subject to the payment of $3,360 and all their monies (if any) now or hereafter to become due or payable in respect of the said Reclamation.

Lot 3.—SECTION D of MARINE LOT No. 198 with the messuage thereon No. 226, Praya West.

ANNUAL CROWN RENT $19.00.

Lot 4.—ALL the VENDOR'S right benefit interest and advantage of and in the Reclamation or Extension Seawards in front of Section D of Marine Lot No. 198 subject to the payment of the instalments and all other monies (if any) now or hereafter to become due or payable in respect thereof.

Lot 5.—SECTION I of MARINE LOT No. 198 with the messuage thereon No. 6, Sai On Lane.

ANNUAL CROWN RENT $37.

Lot 6.—SECTION E of MARINE LOT No. 199 with the messuage thereon No. 214, Praya West.

ANNUAL CROWN RENT $22.

Lot 7.—ALL the VENDOR'S right benefit interest and advantage of and in the Reclamation or Extension Seawards in front of Section E of Marine Lot No. 199 subject to the payment of the instalments and all other monies (if any) now or hereafter to become due or payable in respect thereof.

Lot 8.—SECTION M of MARINE LOT No. 199 with the messuages thereon Nos. 377 and 379, Queen's Road West.

ANNUAL CROWN RENT $15.

The above LOTS are Sold subject to existing Tenancies.

For Further Particulars and Conditions of Sale, apply to

C. EWENS,
Solicitor for the Mortgagee,
or to
J. M. ARMSTRONG,
the Auctioneer.

Hongkong, 6th May, 1895. [543

PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received instructions from the MORTGAGEE to Sell by

PUBLIC AUCTION,
ON
FRIDAY AND SATURDAY,
the 17th and 18th day of May, 1895,
at 2.30 o'clock in the Afternoon at the Premises
THE FOLLOWING
LEASEHOLD PROPERTIES,
Situate at Victoria, Hongkong, In Lots.

Lot 1.—SUB-SECTION 2 of SECTION B of INLAND LOT No. 5 with the messuage thereon No. 230, Queen's Road Central.

Lot 2.—SECTION B of INLAND LOT No. 5A with messuage thereon No. 232, Queen's Road Central.

ANNUAL CROWN RENT $3.25.

Lots 3 & 4.—SECTION G of MARINE LOT No. 199 with the messuages thereon No. 216 and 217, Praya West.

ANNUAL CROWN RENT $42.

Lot 5.—ALL the VENDOR'S right benefit interest and advantage of and in the Reclamation or Extension Seawards in front of Section G of Marine Lot No. 199 subject to the payment of the instalments and all other monies (if any) now or hereafter to become due and payable in respect of the Praya Reclamation.

Lot 6.—SECTION O of MARINE LOT No. 199 with the messuage thereon No. 383, Queen's Road West.

ANNUAL CROWN RENT $7.50.

Lot 7.—REMAINING PORTION of MARINE LOT No. 199 with the messuage No. 4, Sai Wo Lane.

ANNUAL CROWN RENT $7.50.

The above Properties are Sold subject to existing Tenancies.

For Further Particulars and Conditions of Sale, apply to

C. EWENS,
Solicitor for the Mortgagee,
or to
J. M. ARMSTRONG,
the Auctioneer.

Hongkong, 6th May, 1895. [544

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

&c., &c., &c.

PRICES VERY MODERATE.

ORDERS respectfully solicited by the Undersigned.

MITSUI BUSSAN KAISHA,
5, Queen's Road Central.

Hongkong, 3rd January, 1894. [58

Auctions.

PUBLIC AUCTION

OF

VALUABLE HOUSEHOLD FURNITURE OF BEST MANUFACTURE, COTTAGE PIANO, &c., &c.

THE Undersigned has received instructions to Sell by

PUBLIC AUCTION,
TO-MORROW
(SATURDAY), the 11th May, 1895,
commencing at 2.30 P.M.,
at No. 93, WYNDHAM STREET.

The whole of the
VALUABLE HOUSEHOLD FURNITURE,
Comprising:—

DRAWING-ROOM SUITE in FINE SILK TAPESTRY and PLUSH; MARBLE-TOP and FANCY TABLES, CANTON BLACKWOOD FURNITURE, VERY HANDSOME BEVELLED OVERMANTELS and MANTEL DRAPERIES, FRENCH GILT MANTEL CLOCK & SIDE PIECES, MARBLE-CLOCK, FINE ENGRAVINGS and PAINTINGS, ORNAMENTS, PLAQUES, &c., &c.

COTTAGE PIANO, by WINDALE, with IRON FRAME and CHECK ACTION, VELVET PILE and BRUSSELS CARPET, STAIR CARPETING, RUGS, BRASS CORNICES and WHITE LACE CURTAINS, BRASS RAILED FENDERS, &c., &c.

EXTENSION DINING TABLE & CHAIRS, HALL & HOLTZ-MADE SIDEBOARD and MIRROR, DINNER WAGGON; DINNER & DESSERT SERVICES, ELECTRO-PLATE and GLASS WARE, CUTLERY, PANTRY REQUISITES, &c., &c.

ONE DOUBLE BRASS BEDSTEAD and SEVERAL DOUBLE IRON and BRASS MOUNTED BEDSTEADS with WIRE and HAIR MATTRESSES, &c., VERY HANDSOME MARBLE-TOP LADIES' BUREAUS with BEVELLED GLASSES, MARBLE-TOP WASHSTAND and SETS VERY FINE DOUBLE and SINGLE WARDROBES with BEVELLED GLASS DOORS, RED PLUSH SOFA and ARM CHAIR, SILK TAPESTRY BED-ROOM SUITE, CYLINDER DESK with BOOK-CASE, ROCKING CHAIRS, HALL FURNITURE, &c.

IRON COOKING STOVE, &c.,
SHANGHAI BATHS and BATH-ROOM REQUISITES,
&c., &c., &c.

Catalogues issued Prior to Sale. On View from FRIDAY, the 10th May.

TERMS OF SALE:—As customary.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 6th May, 1895. [601

To be Let.

TO LET.

NO. 2, DUDDELL STREET.
LARGE GODOWN on KOWLOON PRAYA.
1ST FLOOR of 12, QUEEN'S ROAD CENTRAL.
Apply to
LINSTEAD & DAVIS.

Hongkong, 9th May, 1895. [571

TO LET.

DWELLING HOUSES:—
"HIGHCLERE," at MAGAZINE GAP.
No. 23, CAINE ROAD.
Nos. 1 & 2, RIPON TERRACE.
DES VŒUX VILLAS at THE PEAK.
FLOORS in BLUE BUILDINGS.
FLOORS in ELGIN STREET, PEEL STREET and STAUNTON STREET.
FLOORS in No. 5, SHELLEY STREET.
GODOWNS:—
BLUE BUILDINGS.
No. 74, PRAYA CENTRAL.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 8th May, 1895. [7

TO BE LET.

NO. 1—END HOUSE—"MOUNTAIN VIEW," THE PEAK.
OFFICES and SMALL GODOWNS in DUDDELL STREET.
"ROSE VILLAS," BONHAM ROAD, Furnished or Unfurnished.
"KOWLOON POINT."—First Floor, or Suites of Rooms.
GODOWNS at West Point and Kowloon.
SHARP & Co.

Hongkong, 23rd April, 1895. [530

TO LET.

NO. 2, SEYMOUR TERRACE.
Apply to
DAVID SASSOON, SONS & Co.

Hongkong, 15th April, 1895. [487

TO LET.
FROM 1ST MAY.

"GREENMOUNT," CAINE ROAD; 8 ROOMS.
For Particulars, apply to
GILMAN & Co.

Hongkong, 11th April, 1895. [472

TO LET.

THE PREMISES now occupied by W. ROBINSON & Co.; exceptional position; Good Light. Possession from May 1st.
Apply to
W. ROBINSON & Co.,
Under Hongkong Hotel.

Hongkong, 2nd April, 1895. [425

HONGKONG TIMBER YARD, WANCHAI.

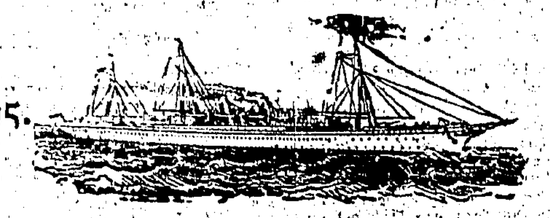
OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1882. [795

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.  1895.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 22nd May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 12th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 3rd July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Hongkong, 1st May, 1895. *Pedder's Street.* [3

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)..... } Saturday, 18th May, at Noon.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama)..... } Saturday, 8th June, at Noon.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... } Friday, 28th June, at Noon.

THE U. S. Mail Steamship

"PERU"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA on SATURDAY, the 18th May, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *viâ* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 30th April, 1895. [1

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 16th July, 1895. [792

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... } Tuesday, 28th May, at Noon.

Gaelic (via Nagasaki, Kobe, Inland Sea & Yokohama)..... } Tuesday, 18th June, at Noon.

Belgic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... } Saturday, 20th July, at Noon.

THE Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 28th May, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central,

J. S. VAN BUREN, Agent.

Hongkong, 9th May, 1895. [9

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. "JEYES' FLUID" THE BEST DISINFECTANT. DISINFECTANT SOAPS.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1895. [9

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma.....	Saturday	May 18th.
Strathnevis..	Tuesday	June 4th.
Evandale ...	Tuesday	June 25th.
Victoria.....	Tuesday	July 16th.
Tacoma.....	Tuesday	August 6th.

THE Steamship

"TACOMA,"

Captain R. Crawford, sailing at Noon, on SATURDAY, the 18th May, will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, INLAND SEA, KOBE & YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 6th May, 1895. 4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Karlsruhe	Monday ...	27th May.
Prinz Heinrich ...	Monday ...	24th June.
Bayern	Monday ...	22nd July.
Preussen	Monday ...	19th Aug.
Sachsen.....	Monday ...	16th Sept.
Gera	Monday ...	14th Oct.
Prinz Heinrich ...	Monday ...	11th Nov.
Preussen	Monday ...	9th Dec.
Sachsen.....	Monday ...	6th Jan.
Gera	Monday ...	3rd Feb.

ON MONDAY, the 27th day of May, 1895, at 3 P.M. the Company's Steamship "KARLSRUHE," Captain W. v. Schuckmann, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY the 25th inst. Cargo and Specie will be received on board until NOON on MONDAY the 27th inst. and Parcels will be received at the Agency's Office until NOON on SUNDAY the 26th inst. Contents of Packages are required. No Parcel Receipts will be signed for less than $1, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to.

MELCHERS & Co.,
Agents.

Hongkong, 4th May, 1895. [596

SIEN TING,

SURGEON DENTIST,
No. 10, DAGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1894. [394

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly assistant to Dr. ROGERS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).

CONSULTATION FREE.

Hongkong, 27th July, 1891. [11



KANANGA OF JAPAN

(REGISTERED)

RIGAUD and Cº
PARIS

Kananga Water the most delightfully refreshing Toilet Water. It renders the skin firm, relieves mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery

RIGAUD'S KANANGA EXTRACT
RIGAUD'S WHITE ROSE
RIGAUD'S MELATI EXTRACT
RIGAUD'S IXORA D'AFRIQUE EXTRACT
RIGAUD'S LILY of the VALLEY EXTRACT
RIGAUD'S YLANGYLANG EXTRACT
RIGAUD'S BANTAM EXTRACT
RIGAUD'S JASMINE or Chamilé EXTRACT

6, RUE VIVIENNE, 6, PARIS

Printed and Published by CHESNEY DUNCAN at No. 6, Pedder's Hill, in the city of Victoria, Hongkong.